

THE HOTELS ARE JAM FULL.

AUTOMOBILE SHOW HAS FILLED THE CITY WITH VISITORS.

The proprietors didn't expect such a rush at this time of the year. Hotel keepers sat up and rubbed their eyes on Sunday morning when they learned that all rooms were filled up. At first the landlords were at a loss to account for this unusual rush for this time of the year. Ordinarily the month of January is not the liveliest for the proprietors of the city taverns.

The automobile show is responsible for it, and some people are now wondering if the automobile is really more popular than the horse. Before this year the hotels had been packed full of horse show week. The last horse show didn't fill the hotels.

All the big uptown hotels were unable to accommodate any more guests on Monday morning. The Waldorf-Astoria began turning people away by Sunday.

"We couldn't give you a room for love or money," said one of the proprietors of the Waldorf-Astoria last night. "We weren't exactly expecting such a rush at this time of the year. Of course our hotel is always comfortably filled, but it is seldom that we have to turn folk away. We haven't registered a guest in three days and will not until some of those horse pack up and get out. Just how many we have turned away would be hard to say, but I would estimate offhand that the number would reach several hundred."

"Some of the places the visitors come from are corks. Places that have heretofore escaped even the attention of the map makers are on our registers and I suppose on other hotel registers. The first thing they all want to know is how to get to the Automobile Show. For this an ordinarily old season in hotel circles, we didn't really know what to make of it when the rush set in the latter part of last week."

One man came in here the other night and asked for a room and bath. We told him we had none. The man said he had been to several hotels and had to get quarters. He said that if all our single rooms were taken he supposed he would have to go to the extra expense of paying for a suite. When we told him that there were no suites he looked surprised. There was absolutely nothing left that we could offer him, and he went away sadly and remarked that it began to look as if he would have to spend the night in the cab he had engaged."

Even far up on the West Side the hotels are taxed to their capacity. This is especially true of the section along the automobile map—upper Broadway. The show has brought manufacturers, agents and experts here to observe the new wrinkles in cars. Such things as are overlooked in automobiles by the casual visitor to the show are examined minutely by the men in the trade. These fellows are in town strong. Most of this class have secured quarters in the hotels adjacent to the big auto shows and salesrooms uptown.

A man who has come down here from the West about three times a year told a Sun reporter yesterday what happened to him on Tuesday night.

"I got in from Chicago late," said the man, "and went straight from the depot to the Belmont across the way. They were filled up. Then I went to the Manhattan and found the same condition existing. I got a cab and drove to the Astor. No room there, and the same answer at the Knickerbocker. I had the cabby take me to the Waldorf-Astoria. Nothing doing there."

"I ordered the cabby to drive to the Murray Hill, thinking it was far enough from the rest of the rush; but I was wrong. Then I tried the Park Avenue with the same result. From there we went to the Imperial, and the same thing. I couldn't find a place to stay. I began to get worried. The Holland House was our next stop, and still no sign of a bed. The cabby then drove me to the Pennsylvania, and there I found a room. I was tired and hungry, and I really must eat. The cabby said he thought they would at least let me eat at the Holland House, and that while I was there I would think the matter over and make inquiries among other drivers as to places that had not been caught in the rush. I dined at the Holland and then went out. The cabby told me that he had been told to try the hotels near the entrance to the Park."

"I told the cab I got and we rolled up to the Savoy. No room there, and the same reply at the Netherlands across the street. Finally the cabman said he knew of a place that wasn't one of the top-notchers, but that it was all right. I told him I didn't care if it was a stable. He drove me to a quiet little hotel that I had never heard of before, and he put me in a room. He was going to stay there until assured that I really can get into one of the big hotels downtown and then they will have to 'show me.' I want to mention that I gave the key to the room before I gave up the one I have."

Another man told of a like experience yesterday afternoon. He got in from San Francisco after stopping over at Cleveland. He tried about the same number of hotels as did the other man and with the same result. He had a very peculiar mind last night to sleep in a Turkish bath, but finally managed to get into telephonic communication with Manager O'Brien of the Belmont. O'Brien formerly managed a big hotel in San Francisco and knew this man well.

"Come up," said O'Brien, "and I'll find a corner for you somewhere."

"If this thing keeps up," said one of the leading hotel proprietors last night, "I don't know where we will fetch up. Hotels are being built right along, but still they come. Some new show or attraction comes along and brings the people here with a rush. Do you remember the crowd that came here for the Dewey celebration? Remember at the time how it was explained that in a few years New York would have so many hotels that such a crowd wouldn't face us? Well, another Dewey or like celebration would swamp us even worse than then. This country is growing so fast and the people are making so much money to come here and spend that sometimes think the metropolis, where they all head for when there is anything doing, isn't keeping pace with the rest of the country."

LOCOMOTIVE BLOWS UP; 5 DEAD.

Big Engine Hauling a Reading Cable Train Explodes While Running.

PHILADELPHIA, Jan. 16.—By the explosion of the boiler of a freight locomotive drawing a cable train on the Philadelphia and Reading Railroad at Bridgeport, near Norristown, this morning, five men were killed.

One was instantly killed, his body being blown into fragments, and the others were either killed by the force of the explosion or by escaping steam. The dead are: Charles Stein, conductor; John Noblick, fireman; Roy Schneider, brakeman; Elmer Kane, brakeman; a driver, unidentified.

The engineer, Jacob Blank, had a remarkable escape. He was stunned by the explosion, but managed to revive sufficiently to walk to the Bridgeport station. He refused to make a statement.

Schneider, from the appearance of his body, must have received the full force of the explosion. The other four were either shocked or scalded to death.

The unidentified man in charge of the live stock on the train. All the men killed were on the locomotive when the explosion took place.

ROSEMARY "Sec" and "Brut" THE STANDARD FOR CHAMPAGNE QUALITY. The Best Champagne that Care, Experience and Money can Produce.

Francis Draz & Co., Sole Agents U. S., 24 Hudson St., N. Y. City

BOY'S LONG JUMP FOR LIBERTY.

Plunges From Roof Beams of Five Story Building and Breaks a Leg.

When stones and tin cans began to fly through the back windows of the Vermilye Chapel, at 416 West Fifty-fourth street, yesterday afternoon as they had done on several previous occasions, Sexton Thomas Freeman looked out to see a crowd of a half dozen boys on the roof in the rear flying pigeons in between the flights of rocks. A hurry up call sent Policemen Fitzpatrick, Quinn and Hughes of the West Thirty-seventh street station up through the house at 421, 423 and 425 West Fifty-third street and out on the roof. Their sudden advent took four of the boys by surprise.

The fifth, Peter Pfautsch, a fifteen-year-old lad, of 417 West Fifty-second street decided to elude the police. Next to the building at 425, on which the pigeons were camping, the roof of the tenement had been burned off in the big fire about three weeks ago. The cross beams, however, were still there. The building next to this was the one from which the boy jumped. When the policeman appeared Pfautsch scampered out over the roof beams of the building at 427 with outstretched arms and jumped off the edge of the story height without a moment's hesitation.

A sort of temporary light tar paper covering on the third story of the tenement at 429, but he crashed through and landed in a heap of dirt and rubbish on the second floor. The policemen on the roof saw the jump and two of them clambered down through the houses to the street as quickly as they could. Policeman Butler, however, on the street heard the boy's moans inside the building. Pfautsch's face had been fearfully scratched and bruised. Dr. Sammis of Roosevelt Hospital found that a leg had been broken. He was taken to Roosevelt Hospital and then to Bellevue.

Magistrate Whitman in the West Side court fined Thomas Gilmaury, 17 years old, and his brother, James, 18 years old, \$10 each for the charge of the boy's escape. The boys were taken to the West Side street 416 West Fifty-third street \$10 each. Jerry Conway said he was under 18. He was discharged.

WRECKERS DERAIL TRAIN.

Three Pullman Cars Burned and a Corps in Transit Partly Cremated.

RALEIGH, N. C., Jan. 16.—Train No. 84 of the Seaboard Air Line, known as the Florida Limited, ran into an open ditch two miles north of Raleigh at 3:45 o'clock this morning. None of the passengers was seriously injured. Conductor Haddock of Richmond was slightly cut and bruised. The accident occurred at the Raleigh and Pamlico engine house where the train was stopped. According to statements of the division superintendent there is strong evidence that it was due to the malicious work of wreckers.

Fire started in the wreck and the baggage car, the dining car "Monroe" and two Pullman sleepers, the "Euclid" and the "Midway" were completely consumed, along with three or four freight cars on the siding. The body of John C. Durbin of Harrisburg, Pa., who died at Palm Beach, was partially destroyed.

A southbound train passed over the stretch of track fifteen minutes before the limited was wrecked. The switch lock was badly bent and there were fresh marks made with some heavy instrument. The engineer declares that he saw four men hiding nearby just as his engine hit the switch.

POISON FOUND IN SPRING.

Age Man, His Wife and Son Charged With Trying to Murder a Neighbor.

PORTLAND, Me., Jan. 16.—William Henry Coffin, an aged resident of South Freeport, and his wife and son, Harry Coffin, are charged with poisoning a spring belonging to a neighbor, Henry Fayson, in an attempt to commit murder. Last September Fayson found a green soup on the surface of the spring. On the curb and on the stones, which lined the spring were particles of green powder resembling Paris green. He informed the county prosecuting officers, who investigated the case and had the green substance analyzed.

Mrs. Coffin and her two sons were indicted by the Grand Jury. Yesterday the father was in court as a spectator and he was arrested on a warrant.

The father, who is alleged to have embezzled \$604.20 from the Maryland Society for the Prevention of Cruelty to Animals, was employed as its secretary during the past two years, was arrested yesterday in Brooklyn and held to await the arrival of a detective from Baltimore.

The warrant for his arrest was issued on Tuesday by Police Justice Eugene E. Rannan on the complaint of William Widdowson, a member of the society, and forwarded to the police in Brooklyn, who were notified that Phillips was living at 374 Pacific street. He was looked up by the Adams street station and will be arraigned in the Adams street court this morning.

ALLEGED EMBEZZLER NABBED.

H. T. Phillips, Secretary of Maryland S. P. C. A., Arrested in Brooklyn.

Harrison T. Phillips, 39 years old, a West Indian, who is alleged to have embezzled \$604.20 from the Maryland Society for the Prevention of Cruelty to Animals, was employed as its secretary during the past two years, was arrested yesterday in Brooklyn and held to await the arrival of a detective from Baltimore.

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WINTER IN CALIFORNIA.

The development of railway transportation has brought California within easy reach. The through train service of the Pennsylvania Railroad to Chicago, connecting at that point with through trains to the Pacific Coast, affords practically through trains from the Atlantic to the Pacific, but one change of cars being necessary.

The four or five days necessary to make the trip pass quickly, particularly if the passenger uses one of the Pennsylvania Railroad's finely appointed Limited trains which make close connection with the handsome Pullman trains run on the transcontinental railroads.

The Pennsylvania Railroad also runs a personally conducted Tour to California and the Grand Canyon of Arizona, leaving New York on February 26. The party will travel in a special Pullman train which will be used over the entire trip except when the fine hotels of the Pacific Coast are utilized.

Thirty days will be devoted to this trip which will embrace visits to the most interesting resorts in Southern California, with two days at the Grand Canyon of Arizona, nature's masterpiece, and a return journey through the Colorado Rockies.

Full details of this Tour or of routes and rates to California may be obtained upon application to C. Studds, E. P. A., 263 Fifth Avenue, New York City.

GONG CLEARS THE STREETS.

New Arrangement for Telling the Police That Fire Engines are Coming.

A warning electric gong which sounds very much like the ones used to start subway and bridge trains has been installed on one of the pillars of the Sixth avenue elevated road at Thirty-fourth street by the Fire Department to notify the cops on post at that point, one of the busiest in the city, when the fire trucks and engines leave the house of Hook and Ladder Truck 24, just around the corner in West Thirty-third street. When the gong begins to ring the policemen stop all traffic until the engines get by.

The idea was adopted by Commissioner Lantry and Chief Croker several days ago after a visit to Bridgeport, where it has been long in practice. The first trial was set for 5 o'clock last night, and Commissioner Lantry with a party of friends stood at Sixth avenue and Broadway and waited for the coming of the engines. Just about that time an alarm for a fire in the Herald Square Baths, Broadway and Thirty-second street, was turned in. The hook and ladder out a fireman pulled the hook and the cops, with a good two minutes warning, had the corner absolutely clear when the apparatus arrived.

She works fine," said Commissioner Lantry. He said he would have similar warning signals installed at places like Broadway and Fourteenth street, Fifth avenue and Twenty-third street, Broadway and Fulton street and other points. The railroad long ago adopted the plan at dangerous grade crossings.

For a wonder the experiment of last night, even with traffic at its heaviest for the day, caused little or no comment from the hurrying crowds. With new fangled automobile bells, car gongs and elevated trains rumbling overhead and other noises at that point, only the cops who were expecting it seemed to notice the thing at all.

NORDICA BROUGHT TO COURT.

Although She Knew Nothing of the Matter in Dispute.

Lillian Nordica, the singer, was examined yesterday in the Supreme Court before Justice Amend on the application of the Strobridge Lithographing Company, which is suing John S. Duss and Robert E. Johnston for lithographs supplied in connection with the Venice production in the Madison Square Garden in the summer of 1902.

The Strobridge company is anxious to show that a partnership existed between Duss and Johnston, as both men have denied any liability for the cost of the lithographs, which amounted to \$4,320; and because Mme. Nordica sang at Venice, and subsequently went on a concert tour with Duss and the Metropolitan opera, it was believed that she could throw some light on the financial relations between Duss and Johnston.

Mme. Nordica came to court in the company of her private secretary and her lawyer, James Russell Foley. She testified briefly that she knew nothing of the details, she said, and could not testify as to whether any partnership existed between Johnston and Duss. She was then excused.

OBITUARY.

George William Merrill, son of the late George W. Merrill, who made a fortune in dry goods, died yesterday in New York Hospital of pneumonia. He was taken to the hospital a week ago from the Fifth Avenue Hotel, suffering from an overdose of bromides which he had taken for insomnia. He was 62 years old and had lived in Europe most of the time for the last twenty years. His father built Lyndhurst, in Irvington, which was sold to Jay Gould in 1880 and is now the summer home of Miss Helen M. Gould.

His wife was Augusta Schack, from whom he was divorced. His second wife, Alma Desno, whom he married while traveling in Hungary, died suddenly in London in 1896. He is survived by his brother, Douglas, of Rhodebeck, and his sister, Mrs. John P. Haines. Jeremiah Barker died in Fond du Lac, N. Y., yesterday of paralysis at the age of 80 years. He was a descendant of one of the original Dutch families settling in Schenectady. Early in life he was general passenger agent and later in life he was a member of the Central Railroad. In 1856 he entered the freight and passenger department under Erasmus Corning's administration, where he remained until 1881. He was the last surviving member of that cotier of railroad officials. Mrs. Barker was a Democrat in politics and represented Schenectady county in the Assembly in 1870 and 1871.

Joseph Mevius, official city gardener of Hoboken for thirty years, died yesterday at his home, 112 Washington street. He was 83. He liked his job so well that he often went to work among his flower beds around his home at 6 o'clock in the morning, six hours before the officials put in an appearance.

Mrs. Elizabeth C. Redmond, wife of Thomas J. Redmond of the firm of Redmond Brothers, real estate dealers, died yesterday at her home, 172 St. Mark's avenue, Brooklyn. She was 40 years of age and was born in the neighborhood. She is survived by five children.

Edward Coombs, 62 years old, of 34 Dodworth street, a clerk at First headquarters, died yesterday afternoon while at work at his mill and died before the arrival of a physician.

SPORTING TALK OF INTEREST.

JOYNER WILL TRAIN ANOTHER BIG STABLE THIS YEAR.

Will Handle High Class Two-Year-Olds Belonging to Paget, the Belmonts, Thomas and Himself—Will to Legalize "Amateur" Sunday Baseball Games.

A. J. Joyner, who trained more winning horses on the Jockey Club's tracks last year than any other handler of thoroughbreds, will again prepare the racing stables of Sydney Paget, E. R. Thomas, August Belmont and Harry Belmont, or rather, the greater part of each establishment, this season. Paget purchased eight yearlings last season and they have been wintering at Sheephead Bay. They are all royally bred and were foaled at the Harbinger stud farms. One of them is a half brother to Asterick, a colt by Watercress—Starlet, who is eligible for the National Stallion and the Hopeful stakes. His yearling price was \$2,700 and Joyner has already predicted a brilliant future for him.

Another youngster is a \$3,000 colt by Star Ruby—Ventura, related to a number of important stakes winners and eligible for the Futurity, National Stakes, Hopeful and Produce stakes. A third colt, for whom Paget paid \$10,500, is by Ben Strome—Styrcella, a full brother to the American Derby winner, Highball, who was killed several years ago at Brighton Beach. In addition to the stakes named above, this youngster is entered in the Realization of 1908. Paget also paid \$10,100 for a filly by Hamburg—Cleopatra, a full sister to Hammerway and a half sister to Lota. Her engagements include the Great Filly, Matron, Hopeful and Spinaway stakes. A colt by Lamp-lighter—Little Indian, who is a full brother to Little Shikar, costing \$2,800, is also thought of; also a colt by Solitaire II—Cattle Kate, a half brother to Anna Elliott, and a colt by Juvenal—Blue and White, a full brother to Turquoise Blue.

Joyner will train three two-year-olds for August Belmont: a gelding by Hastings—St. Priscilla, a colt by Hastings—Fairy Gold, and a colt by Henry of Navarre—Annot Lyle. For Perry Belmont he will prepare a gelding by Ethelbert—Yale, a gelding by Alloway—Francie, a filly by Ethelbert—Lonia, and a filly by Ethelbert—Dorotha. For E. R. Thomas he will train a gelding by Herbert—Fairy Land, a colt by Boanerges—Useful, and a filly by Hamburg—Loonoo Louie. Joyner also purchased a number of yearlings himself, paying fancy prices in several instances. As two-year-olds this season they will run in his name and colors, although it is generally believed that they still belong to Haggin. Joyner paid \$14,000 for Golden Pearl, by Golden Garter—Pearl V., a half brother to Sir Voorhees and Lapideus, who is heavily engaged. Joyner also purchased for \$5,500 Sparkar, a colt by Star Ruby—Pearl, a half brother to Sailor Lad, Waterflower, a filly by Watercress—Strathflower, a half sister to the Futurity winner Savable, was secured for \$5,100, while a bid of \$1,300 bought Routine, a filly by Watercress—Method. Joyner will also handle the three-year-olds Water Pearl and Charley Edward for Paget, together with other horses that raced last year for Messrs. Belmont and Thomas as two-year-olds.

In ruling of the turf for life William Hastings, for me alleged "do-gooder" in horse racing, the stewards of the Crescent City Jockey Club have thrown more light upon the fact that the use of stimulants by unscrupulous trainers is becoming a common practice. Last winter J. J. McCaffery was read out of California for the same reason, although he has protested his innocence repeatedly ever since. It is a difficult matter to prove that a horse has been "doped," but it is nevertheless a fact that there is much talk of such methods nowadays, even on the big race-tracks, than ever before. In the East the Jockey Club was on the alert last year for "dope artists" and "medicine men," but the stewards found that it was extremely difficult to secure conclusive evidence in many cases that excited their suspicion.

A bill will be introduced at Albany in a few days legalizing the playing of baseball games on Sunday, at which admission fees can be charged. Assemblyman Leo Mooney, of the Legislature, will introduce the bill in the third assembly district, in preparing the bill. Mooney was the manager of the Utica baseball team last year and is naturally interested in the enactment of a new law. A bill to legalize the playing of baseball games on Sunday was introduced in the New York Legislature last year, but it was not passed. It was issued for to-morrow night in Brooklyn at which steps will be taken to send a monster petition to the Legislature in support of the proposed bill. Mooney, by the way, is a member of the Brooklyn National League club, with the idea that the Sunday contests by the Brooklyn National League team at Washington Park do not come under such a heading.

Second Baseman William Gilbert, who was recently sold to the New York Eastern League club by the New York Nationals, announced yesterday that he had decided to retire from baseball rather than play in a minor league. Gilbert says he does not think he has been fairly treated, and that he is anxious to get into the big leagues and make good. He cannot understand why all of the other National League clubs waived claim to his services, making it possible for Manager McQuinn to sell him on to the Eastern League. Gilbert, however, evidently fails to realize that he played minor league ball for the former world's champions last year.

The Cincinnati and Chicago National League clubs have just completed a deal by which Fletcher Chick Fraser goes to the Cubs in exchange for a pitcher, and the Cincinnati team when Ned Hanlon was manager, and the latter has always held him in high esteem. He stated some time ago that he intended to retire, but this was probably in the nature of a bluff. The Cincinnati team under Hanlon's manipulation will present practically an entire new lineup. Hanlon has decided to begin at the bottom and build up in accordance with the times, and has secured a number of new players. If the Cincinnati baseball critics will give Hanlon at least half a chance he may treat them to an agreeable surprise.

Tommy Murphy and Young Corbett may sign articles-to-day for a fight to a finish, to be held at Tonopah Nev., on March 16, providing suitable conditions are forthcoming. When Joe Gans made a proposition on Tuesday to back Corbett in such a mill with a side bet of \$5,000 he brought a prompt response from Murphy's manager and backer, who wanted to post the full amount of the wager yesterday. Gans wired to the Tonopah people asking for a purse, and at the same time reiterated his willingness to not only back Corbett, but also train him for the mill. There is no difficulty over the weight question, as Corbett has agreed to scale at 135 pounds ring-side. Gans says that if Murphy and Corbett are matched to box at Tonopah the mill will be part of a flatiron battle, the feature of which is the light-weight champion's bout with Jimmy Britt. As Murphy must turn down Matty Baldwin of Boston for the present, the latter says he would like to tackle Abe Attell at 132 pounds for the feather-weight championship. Attell will meet Harry Baker for the title at Los Angeles to-morrow night. The battle is slated to go twenty rounds and Baker, who defeated Frankie Neil in his first professional battle, has something of a following.

There appears to be a mixup over the proposition to bring Bel Fittsimmons and Tommy Burns together at a new Philadelphia boxing club in March. While the manager of the club says that he has secured the consent of the big pugilists, it is stated that the police of the Quaker City will not stand for the mill on the ground that it will attract too much attention. It will be recalled that Burns and Fitz were matched to fight at Tom O'Rourke's Tuxedo Club last year, but that the Governor of Pennsylvania stepped in with peremptory orders to the sheriff to put a stop to it. It is probably the reason the Philadelphia authorities are getting cold feet.



HOCKEY SURPRISE FOR YALE.

Dartmouth Players Fast and Defeat Elm, 4 Goals to 2.

The Dartmouth hockey team furnished a surprise last night when it played against Yale in the St. Nicholas rink. The seven from New Hampshire outplayed the Yale seven at every point of the game and won by a score of 4 to 2. But for the work of Lantz, who was the goal for Yale, the score would have been much larger. Lang stopped shot after shot which would have landed squarely in the net but for his excellent judgment.

It was expected that Dartmouth would put up a good game. The team made a fair showing against Princeton two weeks ago and showed in that game that with more practice and with a better knowledge of the rink that it would do well. Since then it has had some good practice and it has been able to get a little practice at the rink. In last night's game its team work was good. The players showed a great deal of skill and broke up Yale's team work and shot hard and true.

The game was fast and it was not long toward the end when Yale tried desperately to win, but the faster they played the better the Dartmouth players showed up. It was not a rough game and not a player was sent to the bench. There was some tripping and loss of hard body checking, so that several of the players were knocked down, but everything was done good naturedly.

Dartmouth jumped into the game as soon as the whistle blew. Driscoll and Richardson faced off and Dartmouth secured the puck and had it in Yale's territory at once. Dartmouth made a good attack, but Lantz was on hand and the puck was turned aside and soon sent down toward Dartmouth's goal. This was not for long though. Erhard made a few good shots, and then the Dartmouth forward line by good team work rushed the puck back.

For some minutes it went up and down the rink, but Dartmouth had Yale on the defensive until Howard succeeded in getting by Doe and got the puck well into toward Dartmouth's goal. Then he made a neat pass to Driscoll, who sent the puck into the net. This advantage was only temporary, however, for Dartmouth's players braced up and played faster than ever, and in a good run the forwards broke through the defense and scored on a hard side shot.

The spectators soon took a fancy to Dartmouth and the Harvard youths were cheered again and again for the play and the goal. The two year agreement would, in the natural course of events, have renewed itself February 1, but the Harvard athletic committee felt that in the present uncertainty of Harvard's continuance in intercollegiate sports the only thing to do was to give the notice they have already given pending the report of the joint committee of the corporation and board of overseers.

This joint committee, appointed last year, whose duty it was to investigate the whole subject of intercollegiate athletics at Harvard, have now reported December 1, 1902. The committee was unable to cover all the ground necessary inside the limit set and the board of overseers has given the Harvard managers to fulfill their spring arrangements with Yale. A member of the Harvard athletic committee said on Monday that he thought the whole matter would be settled before the end of March.

Knickerbocker Yachtmen Elect Officers.

The annual meeting of the Knickerbocker Yacht Club was held last night at the Hotel Manhattan, and after the usual business had been transacted the members sat down to the annual club dinner. Commodore Walter Dean, who has been commodore of the club for three years, retired from office last night, and in his place Dr. J. B. Palmer, owner of the power boat "Maiden," was elected vice-commodore and Lucius C. Borden, owner of the power boat "Iris," rear commodore. The other officers elected were: Treasurer, George H. Cooper; secretary, J. D. Stinson; measurer, George J. Stolz; fleet surgeon, Dr. George K. Hamlen; trustees, Rodman Sands, Henry Stephenson, Clarence H. Zocher, F. H. Stillman and Alfred Schoen.

As the New Rochelle Yacht Club has taken up the power boat race to Marchland this year the Knickerbocker Yacht Club will give up that contest. The club has for some time contemplated moving to some location better suited to yachting, and has purchased a site for a club house at Port Washington, near to the home of the Manhattan Yacht Club. This site has 75 feet waterfront and on it a small house and club station is to be erected.

THE NORTH-WESTERN LIMITED TO ST. PAUL AND MINNEAPOLIS

is modeled to please particular people—electric-lighted and luxuriously furnished, heated by steam and ventilated by electric fans. Each section and compartment in the sleeping cars has its individual reading lamps. The table d'hôte dinner in the dining car is one of the finest meals served on wheels.

The Limited leaves Chicago daily at 6.30 p.m. There are three other daily trains to St. Paul and Minneapolis via The North-Western Line, leaving Chicago at 9.00 a.m., 10.00 p.m. and 3.00 a.m., making a most complete daily service to the Twin Cities.

H. C. Cheyney, General Agent, C. & N.-W. Ry., 461 Broadway, New York.

HARVARD STILL BACKWARD.

Keeping Yale Waiting Till She Finds Out How She Stands on Athletics.

NEW HAVEN, Conn., Jan. 16.—According to the *Albany Weekly*, Yale athletic officials have just received a letter from Prof. P. C. White of the Harvard athletic committee notifying Yale that owing to the unsettled condition of athletics at Harvard, the committee was not in a position to renew the two year agreement with Yale. This does not mean a break between the two universities. The two year agreement would, in the natural course of events, have renewed itself February 1, but the Harvard athletic committee felt that in the present uncertainty of Harvard's continuance in intercollegiate sports the only thing to do was to give the notice they have already given pending the report of the joint committee of the corporation and board of overseers.

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New in Flavor It's Good

New in Substance It's Good for You

A new food in a new form—in the most delightful form—that's Toasted Corn Flakes. And it is the only Breakfast Food that always tastes new, no matter how long or how often you eat it. The delicate flavor of Toasted Corn Flakes cannot be described. You must taste it to know it—and knowing it is liking it. Ask your grocer. 10 cents a package.

Battle Creek Toasted Corn Flake Co. Battle Creek, Mich.

None Genuine without this signature H. K. Kellogg

TOASTED CORN FLAKES